

Introduction

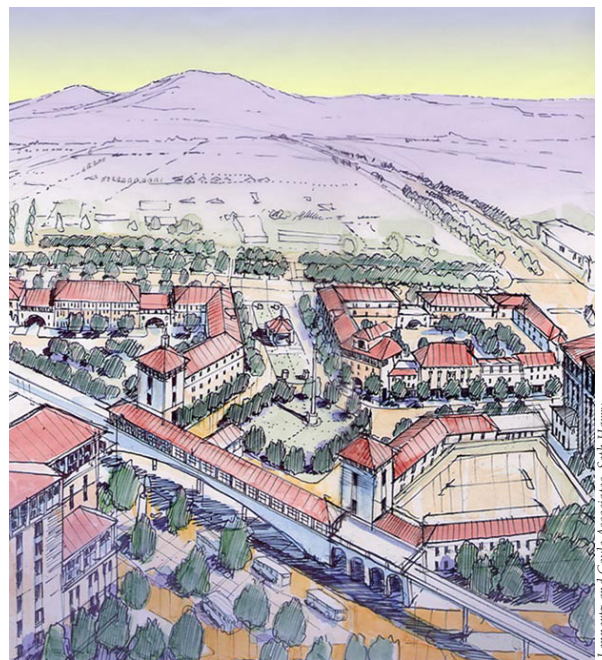
Consistent with Governor Schwarzenegger's policy to maximize infrastructure investments in California, and his administration's commitment toward advocating "smart-growth" measures, the California Department of Transportation supports Transit-Oriented Development (TOD) that links transportation with jobs and housing. This Compendium is an overview and synthesis of notable past work on TOD "best practices" within California and throughout the United States.¹ It is an information resource for policymakers, transit/community planners, and developers in facilitating the broader implementation of TODs. Used as a reference tool, this document supports the administration's directive to link transit to the five E's – education, energy, economy, equity and environment.²

Nationally, there are nearly 100 different TOD guidebooks. This compendium is based on a comprehensive review of approximately 20 of them. Decisions about what information to include were based on numerous telephone interviews with guidebook authors and transit agency staff.

Because of the diversity of places in California, this compendium provides general suggestions that can be used at the discretion of decision-makers and developers; more specific information is available in the various references that are cited throughout, including the study "Statewide Transit-Oriented Development: Factors for Success in California".

The compendium is organized into eight chapters, listed below. Each chapter describes relevant issues, the state of the practice for TOD, and includes information from guidebooks and interviews. The Appendix includes a checklist that can be used for evaluating TOD projects.

1. **General Principles of TOD:** This chapter discusses the character and potential of TOD for communities and neighborhoods; why TOD is important; the benefits of TOD; and the major barriers of implementing TOD.



Pleasant Hill TOD

2. **Creating a Framework for TOD:** Establishing TOD in the community is more complex than incorporating good urban design and designing transit facilities. It requires communication, cooperation, and teamwork between the public and private sector.
3. **Key TOD Considerations:** Zoning, Density, Mixed-Usage, Buildings and Architecture: The design of TOD synchronizes transit planning with compact mixed uses, higher densities, pedestrian-scale amenities and architecture, strong connections to the surrounding community, carefully designed streets, and relevant park and open spaces. This chapter is divided into six sections: Pedestrian-Friendly Areas, Transit-Friendly Zoning, Density, Mixed Uses, Aesthetics, and Provide Usable Public Open Space.

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4. **Providing Access to Transit:** Designing transit with development in mind is key to TOD success. The planning and design of transit facilities and how transit fits into the community are discussed.
5. **Streets and Parking:** Designing a multi-modal circulation system and providing for parking can be the most challenging aspect of TOD. This chapter focuses on integrating walking, bicycling, transit and automotive routes and managing parking.
6. **Pedestrian and Bicycle Facilities:** This chapter discusses how pedestrians and bicyclists interact with the urban environment. The comfort level they feel is largely due to how well the pedestrian and bicycling environment is designed.



San Francisco Embarcadero light-rail station

7. **TOD Examples in California:** This chapter contains a brief description of four very different examples of TOD in California.
8. **Ten Lessons Learned:** This chapter summarizes important 'lessons' for planners, public agencies, and private developers interested in successfully implementing TOD.

Appendix: The Appendix contains a checklist that can be used for evaluating TOD projects in local communities, as well as the References.

References

- 1 This Compendium evolved from the *Transit-Oriented Development Guidebook, Review Draft*, completed in June 2002, produced by Parsons Brinckerhoff in Phase 1 of the 2002 Statewide TOD Study.
- 2 The terms *education* and *energy* are from Governor Schwarzenegger's policy and the terms *equity*, *economy* and *environment* are from AB 857 (2002), Section 65041.1.